



# The China Mail.

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AMATEUR & STUDIO  
25, QUEEN'S ROAD  
CENTRAL

No. 15,161.

號八廿月一十年一十一百九千一英

HONGKONG, TUESDAY, NOVEMBER 28, 1911.

日八初月十年三統宣

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Hong Kong, November 23, 1911. 1303

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Canton, August 1, 1911. 978

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TOTAL FUNDS AT 31st DECEMBER, 1910. £21,235,533.

Authorized Capital £25,000,000

Subscribed Capital £3,814,845

Paid-up Capital £1,667,397 5 0

Life & Annuity Funds £3,842,215 9 7

Life & Annuity Funds £3,842,215 9 7

Sinking Fund Account 97,355 18 6

£21,235,533 17 8

Reverend Fire Branch 2,373,363 17 7

Life & Annuity 1,667,397 5 0

Other Receipts 643,314 10 8

£24,971,215 17 6

City Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

Business Notices.

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Builders of Steamers up to 1000 Tons.

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In the interest of Advertisers and of the travelling Public, a copy of the above book for 1911 has been sent free of charge to the Captain of EVERY

Passenger Steamer leaving or calling at Hong Kong.

The following have already been supplied—

N. Y. K. 30 Mes. Mar. 13 T. K. K. 6 Douglas S.S. Co. 4

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N. D. L. 15 Pacific Mail 7 Gibb, L. 4 Philippines S.S. 2

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Hong Kong, November 1, 1911. 1411

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A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs. Price \$1.00 per bottle.

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Gives immediate relief. Price 60 cents per bottle.

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Hong Kong, September 4, 1902. 134

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Bruxelles 1910 Grand Prix Hamburg.

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AGENTS: A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Hong Kong, October 2, 1911.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE, THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRA'S.

J. H. TAGGART, Manager.

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Hong Kong, February 8, 1908.

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Hong Kong, November 10, 1906.

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**SPECIALISTS**  
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**Best Cast Steel Castings.**

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**Shipbuilders, Engineers, Railways,**  
AND  
ALL CLASSES OF **Machinery** High-Grade Castings.

**DON & Co., General Managers, Hongkong.**

## His Britannic Majesty's Ships on the China Station

Name	Class	Tons	Guns	H.P.	Commander	Last report at
Alacrity	despatch-vessel	1700	12	2000	Comdr. Lowndes	Weihaiwei
Asclepe	cruiser, 2nd class	4380	10	7000	Captain E. B. Kiddie	Singapore
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Brimble	river gunboat	710	2	900	Lt. Comdr. B. G. Washington	Weihaiwei
Britannia	river gunboat	710	2	900	Lieut. Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1075	3	1400	Comdr. H. Lynes	Hongkong
Charub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1075	3	1400	Comdr. H. R. Yeale	Hongkong
Fama	torpedo boat destroyer	350	6	5700	Lieut. Comdr. H. S. Monroe	Weihaiwei
Flora	cruiser, 2nd class	4380	10	7000	Capt. J. Nicholas	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt. Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lt. Comdr. M. B. R. Blackwood	Weihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Farquhar	Hongkong
Kinsale	river gunboat	618	4	1200	Lt. Comdr. T. J. S. Lyne	Yangtze
Martin	sloop	1040	—	—	Comdr. B. O. M. Davy	Labuan
Minotaur	cruiser, 1st class	14,000	—	27,000	Capt. Cayley	Hongkong
Monmouth	cruiser, 1st class	9800	—	—	Capt. L. E. Power, M.V.R.	Weihaiwei
Moorhen	river gunboat	180	2	800	Lt. Comdr. G. P. Leith	Canton
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Weihaiwei
Nightingale	river gunboat	85	2	240	Lieut. Comdr. C. H. Woodward	Yangtze
Oster	torpedo boat destroyer	350	6	5300	Comdr. C. L. Lamb	Weihaiwei
Rosario	depot ship, submarines	980	—	1400	Lt. Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt. Comdr. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. E. J. J. Southby	Canton
Seipie	river gunboat	85	2	240	Lt. Comdr. Maurice B. Leslie	Yangtze
Taken	torpedo boat destroyer	350	6	5500	Gunner E. J. Trillo	Hongkong
Tamar	receiving ship	4650	6	—	Commodore G. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lt. Comdr. R. J. Buchanan	Yangtze
Thistle	river gunboat	710	2	900	Lt. Comdr. M. B. Hamilton	Shanghai
Virgo	torpedo boat destroyer	350	6	5300	Lieut. Comdr. H. D. Adair-Hall	Weihaiwei
Waterwitch	surveying ship	630	—	480	Lt. Comdr. Hancock	Singapore
Whiting	torpedo boat destroyer	380	6	5900	Lieut. Comdr. G. B. Hartford	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut. Comdr. B. R. Brooks	Yangtze
Woodcock	river gunboat	150	2	500	Com. M. H. Wilding	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lt. Comdr. G. V. A. Mallock	Upper Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt. Comdr. A. A. L. Fanner	Hongkong
38	submarine	—	—	—	Lt. Comdr. J. R. A. Codrington	Hongkong

Flagship of Vice-Admiral Alfred L. Winslow, R.C.B., C.V.O., C.M.G., Commander-in-Chief.

## Foreign Men-of-war on the China and Japan Station

Name	Flag and description	Tons	Guns	H.P.	Captain	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cioffi	Amoy
Dupleix	French armoured cruiser	10,014	30	20,000	—	Saigon
Klober	French 1st class cruiser	8700	12	19,600	—	Saigon
Decidée	French gunboat	645	10	1000	Lieut. de Lincas	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Vigilante	French gunboat	123	7	500	Lieut. Biscail	Canton
Peiho	French gunboat	130	—	—	Lieut. Puch	Tongkin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Esturgeon	French sub-marine	—	—	—	Lieut. Combos	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Marre	Saigon
Perle	French sub-marine	500	—	—	—	Saigon
Procyon	French sub-marine	—	—	—	Lieut. Morris	Saigon
Styx	French armoured gunboat	1738	10	1700	Lieut. Seriot	Saigon
Fronde	French destroyer	350	7	303	—	Saigon
d'Alberville	French destroyer	250	9	—	—	Saigon (Reserve)
Talou	French destroyer	130	7	300	Comdr. Mortenol	Hongkong
Pistolet	French destroyer	307	6	300	Lieut. de la Roche-Romandon	Saigon
Mousquet	French torpedo-depot	—	—	—	—	Hongkong
Vauban	French torpedo-depot	—	—	—	Lieut. Bihel	Cap St. Jacques
Veteran	French torpedo-depot	1625	10	9000	Comdr. Ragot de Touche	Saigon
Manche	French surveying ship	—	—	—	—	Saigon
* Flagship of Capt. (Commodore) Boucinot, Commanding the local defence of China.						
Enden	German cruiser	3600	22	13,500	Capt. Volterthin	Tsingtau
Gneisenau	German armoured cruiser	11,800	36	26,000	Captain v. Uhar	Tsingtau
Itise	German gunboat	900	12	1300	Comdr. Meremann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Vanselow	Hongkong
Leipzig	German cruiser	3250	24	11,000	Capt. Schneider	Tsingtau
Luchs	German gunboat	900	10	1350	Capt. Lt. Bendemann	Shanghai
Nürnberg	German cruiser	3400	22	13,200	Capt. Tigert (Karl)	Tsingtau
Other	German river gunboat	—	—	—	Capt. Lieut. Janzou	Yangtze River
Scharnhorst	German flagship	11,800	36	26,000	Capt. Kraft	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Tsingtau
Taken	German torpedo-boat	280	4	8000	Lieut. Kolbe (Eans)	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Shanghai
Thingau	German river gunboat	223	4	1300	Capt. Lieut. Graf Dohna-Schloden	Canton
Vaterland	German river gunboat	223	4	800	Capt. Lieut. Kautler	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Pelica	Portuguese gunboat	700	—	—	Captain J. Milheiro	Macao
Adder	U.S. submarine	—	—	—	Ensign J. M. Murray	Manila
Albatross	U.S. protected cruiser	3430	17	7900	Com. Clarence S. Williams	Yokohama
Bainbridge	U.S. torpedo-boat-destroyer	420	7	8000	Ensign E. S. Root	Manila
Barry	U.S. torpedo-boat-destroyer	420	7	8000	Ensign Robt. W. Loran	Manila
Callao	U.S. gunboat	243	8	250	Ensign Stuart W. Calk	Canton
Chancellory	U.S. torpedo-boat-destroyer	420	7	8000	Ensign L. N. Michie	Manila
Chatham	U.S. protected cruiser	3100	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U.S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Daly	U.S. torpedo-boat-destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Decatur	U.S. torpedo-boat-destroyer	420	7	8000	Ensign O. S. Graves	Manila
Des Moines	U.S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Yangtze River
Di Cade	U.S. gunboat	1337	18	1800	Comdr. R. V. O. Butler	Yangtze River
Holmes	U.S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Jalisco	U.S. gunboat	170	6	—	Lieut. C. M. Woodruff	—
Minotaur	U.S. submarine	—	—	—	Ensign E. D. Warner	Manila
Monahan	U.S. patrol ship	1900	—	624	Ensign Robt. V. Love	Manila
Monaghan	U.S. submarine	4684	4	6200	Comdr. J. A. Bapine	Cavite
New Orleans	U.S. gunboat	2430	—	—	Comdr. William G. Miller	Tokyo
Palmetto	U.S. gunboat	243	8	—	Lieut. George C. Perran	Cavite
Quincy	U.S. gunboat	—	—	—	Ensign J. C. Van de Carr	Manila
Rebelle	U.S. gunboat	6508	14	—	Lieut. W. A. Schoenfeld	Manila
Rebelle	U.S. gunboat	243	8	—	Ensign N. H. Coe	Yangtze River
Rebelle	U.S. gunboat	1958	25	17,025	Comdr. James A. Smith	Manila
Rebelle	U.S. gunboat	—	—	—	Ensign Henry M. Jones	Manila
Rebelle	U.S. gunboat	—	—	—	Comdr. J. A. Bapine	Manila
Rebelle	U.S. gunboat	1287	20	1800	Comdr. W. A. Bapine	Manila
Rebelle	U.S. gunboat	—	—	—	Comdr. J. A. Bapine	Manila

Flagship of Capt. (Commodore) Boucinot, Commanding the local defence of China.

## GEO. P. LAMMERT AUCTIONEER.

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to sell by Public Auction, on  
**WEDNESDAY,**  
the 28th November, 1911, commencing at  
11 A.M., at his Sales Rooms,  
DUNDRELL STREET.—  
A LARGE ASSORTMENT OF  
HIGH-CLASS TWEED SUITINGS,  
And  
RAINCOATS.  
(Just arrived, per s.s. "Kilano Maru")  
On View from Tuesday, the 28th Nov.  
Terms—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, November 26, 1911. 1500.

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to sell by Public Auction, on  
**WEDNESDAY**  
the 28th November, 1911, commencing at  
5 P.M., at his Sales Rooms,  
DUNDRELL STREET.—  
A QUANTITY OF VALUABLE  
POSTAGE STAMPS.  
On View from Monday, the 27th Nov.  
Catalogues will be issued.  
Terms—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, November 22, 1911. 1501.

**PRAS TRAMWAYS COMPANY, LIMITED.**  
**TIME TABLE.**  
WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 8.10 p.m. Every 10 minutes.  
8.10 p.m. to 8.45 p.m. Every 15 minutes.  
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.  
SUNDAYS.  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.  
8.10 p.m. to 8.45 p.m. Every 15 minutes.  
7.30 a.m. (Sunday).  
NIGHT CLASSES on Week Days.  
SUNDAYS.  
Kilcoy Cars at 11.45 p.m.  
SPECIAL CARS by arrangement of the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.

**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, on  
**SATURDAY,**  
the 9th December, 1911, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee Hing Street.—  
A CHOICE SELECTION OF  
HOUSEHOLD LINENS,  
Comprising—  
Table Cloths and Serviettes, Single and Double Bed Sheets, Ladies' and Gent's Handkerchiefs, Bed Quilts, Hand-embroidered Pillow Cases, Bedspreads (single and double bedsize), Lace Curtains 24 yds., 3 yds., 31 yds. and 44 yds., Turkish Towels, Bath Towels, Tea and Card Table Cloths, The Glass, Kitchen and Pantry Cloths, Bed Valances, Tray Cloths, Down Quilts, Travelling Bags, Flannels, &c., &c., &c.  
A few lots of fancy, novelty, &c., &c., &c.  
Terms—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, November 23, 1911. 1512.

## The Chinese Mail

**THE CHINESE MAIL**  
THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.  
PUBLISHED EVERY MORNING.  
CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.  
ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.  
per Annum delivered to Hongkong \$12.50 in all other ports.  
41 WILKES STREET, HONGKONG.  
Orders booked by Messrs. GUTHRIE & CO.  
JUST WHAT YOU WANT.  
HONGKONG: THE CHINESE MAIL CO., LTD.  
SINGAPORE: THE CHINESE MAIL CO., LTD.  
MALACCA: THE CHINESE MAIL CO., LTD.  
PENANG: THE CHINESE MAIL CO., LTD.  
KUALA LUMPUR: THE CHINESE MAIL CO., LTD.  
BANKING: THE CHINESE MAIL CO., LTD.  
INSURANCE: THE CHINESE MAIL CO., LTD.  
SHIPBUILDING: THE CHINESE MAIL CO., LTD.  
ENGINEERING: THE CHINESE MAIL CO., LTD.  
RAILWAYS: THE CHINESE MAIL CO., LTD.  
MACHINERY: THE CHINESE MAIL CO., LTD.  
CASTINGS: THE CHINESE MAIL CO., LTD.

## THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.  
AUTHORIZED CAPITAL... Yen 48,000,000.00  
PAID-UP CAPITAL... 30,000,000.00  
RESERVE FUND... 17,150,000.00  
HEAD OFFICE—YOKOHAMA.  
BRANCHES AND AGENCIES AT:  
ANTUNG-HSIEN NAGASAKI  
BOMBAY SHANGHAI  
CHANGCHUN NEW YORK  
DAIKU (DAIKU) OAKA  
FANGTSEN (MUKDEN) PEKIN  
HANKOW RYOKU (PORT ARTHUR)  
HONGKONG SAN FRANCISCO  
KOBE SHANGHAI  
LEAO-PANG TIENTSIN  
LONDON TIENTSIN  
LYONS TOKYO  
Interest allowed on Current Accounts.  
Deposits received for fixed periods at rates to be obtained on application.  
TAKAO TAKAMICHI,  
Manager.  
Hongkong, September 28, 1911.

**INTERNATIONAL BANKING CORPORATION.**  
CAPITAL, PAID-UP... Gold \$3,250,000  
RESERVE FUND... Gold \$3,250,000  
HEAD OFFICE: 60 Wall Street, New York.  
LONDON OFFICE: 36 Bishopsgate.  
LONDON BANKERS:  
BANK OF ENGLAND.  
National Provincial Bank of England, Ltd.  
The Capital and Counties Bank, Ltd.  
BRANCHES AND AGENTS ALL OVER THE WORLD.  
The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:  
For 12 months... 4% per annum.  
For 6 months... 3 1/2% per annum.  
For 3 months... 3% per annum.  
GEO. HOGG,  
Manager.  
No. 9, Queen's Road Central.  
Hongkong, February 29, 1911.

**NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.**  
(NEDERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.  
PAID-UP CAPITAL... Fl. 45,000,000 (\$3,750,000).  
RESERVE FUND... Fl. 1,124,317, (—£693,693).  
HEAD OFFICE—AMSTERDAM.  
BRANCHES—SINGAPORE, PENANG, SHANGHAI, RANGOON, SAMARANG, SOERABAYA, BOMBAY, CALCUTTA, TEGAL, PESKONGAN, PASAROGAN, TILITIK, BANGGONG, PANGLOSS, MOJAN (DOLL), PALEMBANG, RETO-RADJA, (ACHOEN), MACASSAR, BANDJARMASIN.  
Correspondents at Rangoon, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c., &c.  
The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.  
INTEREST ALLOWED.  
Fixed Deposits 12 months 4% per annum.  
Do 6 months 3 1/2% Do.  
Do 3 months 3% Do.  
On Current Accounts 2% per annum.  
Hongkong, July 29, 1911.

**THE MERCANTILE BANK OF INDIA, LIMITED.**  
AUTHORIZED CAPITAL... £1,500,000  
RESERVE FUND... £1,125,000  
PAID-UP... £562,500  
RESERVE FUND... £225,000  
HEAD OFFICE—LONDON.  
BRANCHES: Calcutta, Bombay, Madras, Penang, Rangoon, Singapore, Shanghai, Yokohama.  
AGENTS IN JAPAN: Messrs JARDINE, MATTHEW & CO., Ltd.  
BANKING: BANK OF ENGLAND.  
Every description of Banking and Exchange business transacted, and Stocks and Shares bought and sold on account of customers. A special facility is given to the holders of deposits and to the holders of bills of exchange.  
Interest allowed on Current Accounts at 2% per annum on the Daily Balance and on Fixed Deposits as under:  
For 12 months 4% per annum.  
For 6 months 3 1/2% Do.  
For 3 months 3% Do.  
On Current Accounts 2% per annum.  
F. C. MACDONALD,  
Acting Manager.  
Hongkong, July 12, 1911.

**THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.**  
INCORPORATED BY ROYAL CHARTER 1851.  
HEAD OFFICE, LONDON.  
PAID-UP CAPITAL... £1,200,000  
RESERVE FUND... £1,825,000  
RESERVE LIABILITY OF PRO-PRRIETORS... £1,200,000  
INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.  
On Fixed Deposits for 12 months 4%  
" " " " 6 months 3 1/2%  
" " " " 3 months 3%  
W. M. DICKSON,  
Manager.  
Hongkong, May 1, 1910.

**THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.**  
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" " " " 6 months 3 1/2%  
" " " " 3 months 3%  
W. M. DICKSON,  
Manager.  
Hongkong, May 1, 1910.



## Sir Robert Burnett &amp; Co.'s

CELEBRATED

OLD TOM GIN

DRY GIN

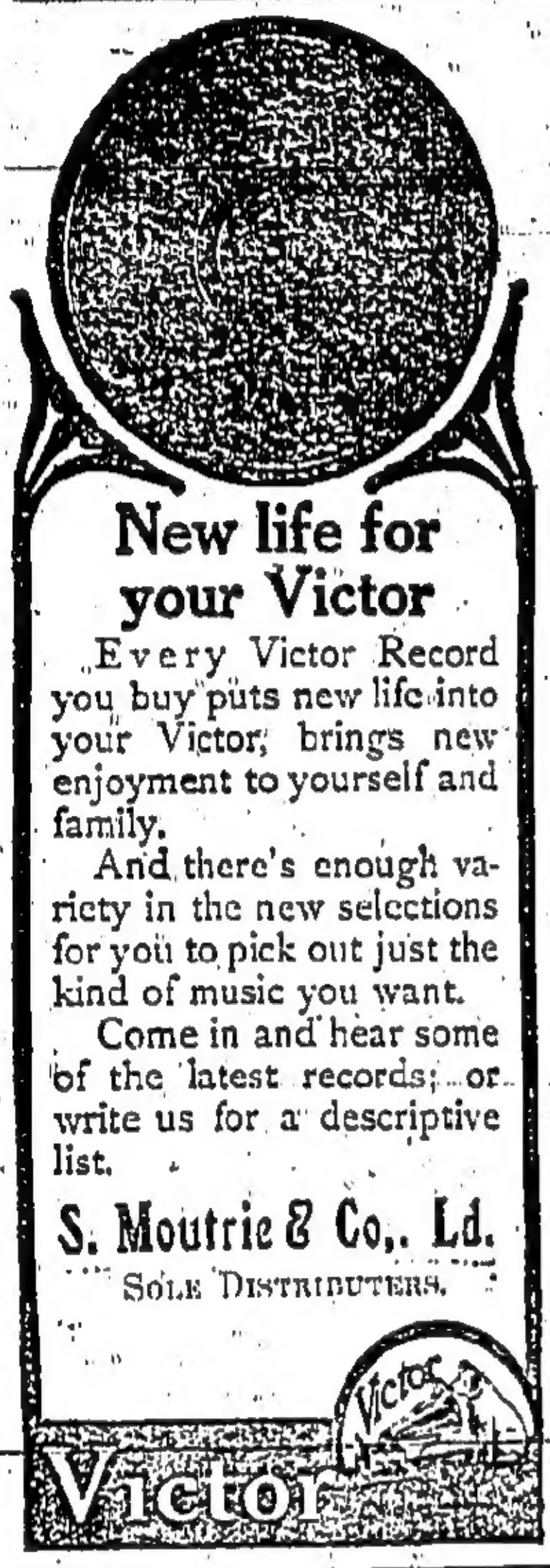
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Wine and Spirit Merchants,

ALEXANDRA BUILDINGS.

ESTABLISHED 70 YEARS.



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Every Victor Record you buy puts new life into your Victor; brings new enjoyment to yourself and family.

And there's enough variety in the new selections for you to pick out just the kind of music you want.

Come in and hear some of the latest records; or write us for a descriptive list.

S. Moutrie & Co., Ltd.  
SOLE DISTRIBUTERS.

Howell's  
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NOW SHOWING

Charming Selection

OF

Ninons,  
Voiles

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FOR

EVENING WEAR.

Wm. Howell, Ltd.

VICTORIA THEATRE.

DES VORUX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND

8.15 P.M. to 11.15 P.M.

NEW PICTURES EVERY

TWO DAYS.

Mrs. DAISY BUNDY

PRIMA DONNA OPERA

IN GRAND OLD THEATRE

SINGAPORE

SINGAPORE

SINGAPORE

SINGAPORE

SINGAPORE

SINGAPORE

SINGAPORE

SINGAPORE

## BY TELEGRAPH.

[Continued.]

## BRITAIN AND GERMANY.

## SIR EDWARD GREYS SPEECH.

VERBATIM REPORT.

(Reuter's Service to the China Mail.)

LONDON, Nov. 27.

The House of Commons was crowded this afternoon in view of Sir Edward Grey's momentous pronouncement on foreign affairs. The House presented an animated appearance, there being many distinguished personages in the galleries, including Ambassadors, Peers and officials.

Sir Edward Grey, on rising, received an ovation. He said: Herr Kiderlen-Waechter has already made out a complete and large disclosure of what passed in conversation between Count Metternich in London and myself. In diplomatic procedure it is very unusual to make public an account of conversations without first consulting the other party to them. In this case I knew nothing until I read the published account. I understand that the exigencies of the situation in Germany made it impossible for me to be consulted. I am not making any complaint as to that, but I have laid upon me the necessity of disclosing what I think it is necessary to put before the House as to the part which we took.

Herr Bethmann-Hollweg and Herr Kiderlen-Waechter had already disposed of one misapprehension. It has been imagined in some quarters that Germany had protested against French action in going to Fes at all, and that France had persisted in going there in the face of the German protest. The German Government have explained what the German view really was. I have no comment or criticism to make upon it. My narrative will therefore date from July 1st. On that day Count Metternich came to the Foreign Office and made the following communication:—

"Some German firms established in South Morocco, notably at Agadir and in the vicinity have been alarmed by certain reports which have shown itself among local tribes, due to some recent occurrences in other parts of the country. The firms have applied to the Imperial Government for protection of the lives of their employees and their property. At their request the Imperial Government has decided to send a warship to Agadir to lend help and assistance in case of need to their subjects and employees as well as to protect important German interests in the territory in question. As soon as the state of peace is restored, the warship will be withdrawn."

The general consensus of opinion seems to be that everything now hangs on the outcome of the struggles around Hunkow and Nanking. At the latter place General CHANG has made a gallant defence, though the record is stained by unnecessary barbarity, but he has proved himself a man honest to the core and faithful to his salt. His terms for surrendering strike the right note, but they come too late in the day to affect the general situation. Still for all that they evoke the honest admiration of the generous-hearted and redempt to a great extent the Imperialist cause from the taint of pusillanimity and craven skulking which clings to it at present. At Hankow, the People's Army seem to have drawn first blood again, and it looks as if the decision will rest with them. Then the sooner a working plan of reconstruction upon sound and practical lines is evolved the better it will be for China. A continuance for an indefinite period of the present state of uncertainty will produce irreparable harm and cause untold misery to millions of undeserving folk.

## SOCIAL AND PERSONAL.

Mr. Randal Harris, of Hongkong, spent a few days at Dalny on his way home to England via Siberia.

Surgeon-General Wyman, of the U. S. Navy, has died in Washington from the effects of a carbuncle. He had a most distinguished career.

Mr. K.R. Coullie, of the Chartered Bank, formerly stationed in Singapore and Kuala Lumpur, and recently in Manila, has been transferred to Calcutta.

The death has occurred in London of Mr. Herbert Goldsmith Squires, First Secretary of the American Legation and Sir Claude Macdonald's Chief of Staff during the siege of the Peking Legations in 1900.

Mr. James Tait, who made a big fortune out of the famous Toombogan tobacco estate in Sumatra, has died at Hongkong. During his residence in the Straits his racing colours met with great success on the Singapore, Penang, Malacca and Singapore racetracks.

An examination, open to all qualified persons, for the purpose of appointing members to the Civil Service of India, or for other posts in the Colonial Service, will take place in London in the month of August 1912.

## NEGOTIATIONS WITH FRANCE.

negotiations with France, we thought it possible that a settlement might be come to between Germany and France on this basis without affecting British interests; we would be very glad if this happened; and in the hope that it would happen we had hitherto held our peace. But I had been made anxious by news which appeared the day before yesterday that Germany had made demands which were in effect a re-assertion of the frontier but a concession of the French Congo which it was obviously impossible for the French to concede.

I had heard that the negotiations were still proceeding and still hoped they might lead to a satisfactory result, but it must be understood that if they were unsuccessful a very embarrassing situation would arise. I pointed out to Count Metternich that if the Germans were in the closed port of Agadir, that according to native rumours they were trading and negotiating with the tribes and that for all we knew they might be acquiring concessions there, and that even the German flag might have been hoisted at Agadir, which was the most suitable port on the coast for a naval base. We could not say to what extent the situation might be altered to our disadvantage, and if the negotiations with France came to nothing we should be obliged to do something to watch over British interests and to become a party to the discussion of the matter.

The longer Germany remained at Agadir the greater would be the risk of their developing a state of affairs which would make it more difficult for them to withdraw and more necessary for us to take some step to protect our interests. I said I would say all this now while we were still waiting in the hope that the negotiations with France would succeed, for if I did not say it now it would cause resentment later if Germany had been led to suppose by our silence that we did not take an interest in the matter.

Count Metternich was unable to give me any information but deprecated the assumption that what I had sketched was a possible damage to British interests was accomplished. He was sure his Government had no intention of acquiring commercial monopolies and of interfering with our interests. I observed that the German continuous occupation of a closed port involved at least a monopoly of commercial opportunities.

During that day—July 21st—Mr. Lloyd George told me he had to make a speech on the question of importance at the Mansion House that evening and he consulted Mr. Asquith and me as to what should be said as it was fourteen days since the last public statement about Morocco had been made, namely, a very short statement by Mr. Asquith in the Commons. We were anxious to do the very things we were developing. We all felt that for a Cabinet Minister of first-rate importance to make a speech on a formal occasion and to say so much about foreign affairs would be misleading to public opinion everywhere.

I said I had seen Mr. Metternich that day was obviously suitable only if the diplomatic channel. The Chancellor of the Exchequer therefore spoke in more general terms upon the situation. What he said is on record. It did not mention the predominance of the French in Morocco and the affairs. It contained no mention of the saying of "Hands off" to anyone anywhere. It did not say there was any particular demand or claims on the part of Germany which were inconsistent with British interests. It merely said that where British interests were affected we must not be treated as if we were of no account. If the time ever comes when this cannot be said we shall have ceased to exist as a great power.

On the following Monday I informed Count Metternich that I had seen Mr. Asquith and we considered the situation created by the dispatch of the Panther to Agadir so important that it must be discussed by the Cabinet; I would say no more pending the Cabinet meeting but I wished the German Government to know that in our view the situation was serious and important. The next day, July 24th, I saw Count Metternich again and I said I must tell him that our attitude could not be a disinterested one regarding Morocco; we must take into consideration our Treaty obligations to France and our own interests in Morocco. We were of opinion that a new situation had been created by the dispatch of a German ship to Agadir, and developments might affect British interests directly and indirectly. He had hitherto been affected and therefore we could not recognize any new arrangements that might be come to without consulting us. I made it quite clear that this communication was the last word which we were going to say to the German Government as to what their aims or desires were, or as to what they had in mind when they spoke of a definite solution of the Moroccan problem.

But we really had the important question, some information reached us leading us to suppose that the settlement contemplated by Germany might mean a partition of Morocco, arrived at by negotiations to which it was not intended that we should be a party. It is quite true that we did interest ourselves in Morocco politically by the Agreement of 1904 with France, but in making that Agreement the late British Government stipulated for certain economic and strategic conditions. These might have been disturbed by the new settlement regarding Morocco, and that was why we were uneasy as to what might take place.

The British Ambassador in Berlin saw Herr Kiderlen-Waechter on July 12th on minor matters and he put a question respecting a report of conversation a fois between Germany, France and Spain, the inference being that we were excluded. Herr Kiderlen-Waechter replied that there had never been any idea of such a conversation. Not further information came from Germany. The newspapers reported a little later Germany, France and Spain, the inference being that we were excluded. Herr Kiderlen-Waechter replied that there had never been any idea of such a conversation. Not further information came from Germany. The newspapers reported a little later Germany, France and Spain, the inference being that we were excluded.

Next day Count Metternich told me that the information which he had given me the previous day was confidential; Germany could not consent to its being used in Parliament. In view of the speech of Mr. Lloyd George he then made to me regarding that speech a communication which has now been published by Herr Kiderlen-Waechter. That communication was a strong criticism upon the effect of the speech on the press rather than upon the substance of the speech itself but it was exceedingly stiff in tone and I felt it necessary to say that the speech sought to me to give no cause for complaint, but the fact that it had created surprise in Germany was in itself a justification of the speech, for it could not have created surprise unless there had been some tendency to think that we might be disregarded. The speech had not claimed anything except that we were entitled to be considered as one of the great nations; it had claimed no pre-eminence and it had not indicated that there was a crisis. It dealt in general terms with remote contingencies.

The German Government had said it was not consistent with their dignity after Mr. Lloyd George's speech to give explanations regarding what was occurring at Agadir. I felt that the tone of their communication made it inconsistent with our dignity to give explanations regarding Mr. Lloyd George's speech. Here I would say to the House that explanations as to what was occurring at Agadir had of course been given me by Count Metternich and that public explanations are what could not be given. I added in speaking to Count Metternich that it was not intended by anything which had been said or would be said to embroil the negotiations between Germany and France; on the contrary, we sincerely desired that they should succeed. But the tone of the German communication was very unfavourable with regard to France as well as to us and made it more than ever evident that a very difficult situation would arise if the German negotiations with France did not succeed.

Sir Edward Grey then dealt fully with subsequent developments, but the remainder of his speech has preference to be heard over time to-morrow. In conclusion he said:—

"I hope this statement as to the events will remove any apprehensions. It is a statement of the truth and of the actual facts as they existed. In view of these facts there is now no prospect of war, and the statements ought to have a quietening influence and ought to act as a sedative to those who have grown alarmed."

## GERMAN CRUISER WITHDRAWN.

LONDON, Nov. 27th.

Reuter's Berlin correspondent states that it is officially announced that all is quiet at Agadir and that there is no danger to German subjects. The cruiser Berlin returns home to-morrow.

## NEWS OF THE DAY.

HONGKONG.

The printers strike still continues in Hongkong.

It is estimated that over 400,000 people have left Peking during the past few weeks.

It is announced that the Suez Canal Company declares an interim dividend of 29 per cent.

Tenders are being invited for installation of electric light on the Government steam launch Stanley.

Four shop-keepers were fined 825 each, as the Magistrate this morning, for being in possession of unjust weights. A fine of \$300 or three months imprisonment was imposed on a native who was caught taking opium on board the s.s. Changshin. Peter Peterson was sent to prison for one month for being a stowaway on board the s.s. Nepha.

The Hongkong Treasury financial statement for the month of September shows that there was a balance of assets and liabilities at the beginning of the month amounting to \$1,64,052.82, revenue during the month yielding \$600,376.16, the expenditure was \$471,292.90, leaving a balance at the end of the month of \$1,833,636.07.

Some of the Chinese work-people in Hongkong, seem to be losing their heads at the present time for any little thing is stirred up either to strike or to create a disturbance. On Sunday afternoon Mr. Beaumont, of the Canton Mills, had occasion to ask one of the employees to leave the workroom and one of the foremen put his hand on this man's arm to take him out when the remainder of the workmen, numbering about 200, immediately got round Mr. Beaumont in a threatening attitude and commenced throwing a number of 2lb weights at him. Fortunately he escaped unhurt. At the Magistrate's court this morning, four men were summoned for creating a disturbance and three defendants were sentenced to six weeks imprisonment each and the fourth to one month, each with hard labour.

## CAUSE FOR ALARM.

THAT hacking cough may appear to be of no consequence, but you may be certain that it indicates some derangement of the pulmonary system. This fact is itself enough to cause alarm. Do not wait until it causes you annoyance, it may be too late then, but get rid of it now. Chamberlain's Cough Remedy is famous for its cure of coughs and colds and one bottle usually brings a trifle may save you any amount of trouble and expense later on. For sale by all Chemists and Storekeepers.

## HONGKONG-NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

FOR BOSTON AND NEW YORK.

For Freight &amp; further particulars, apply to

DODWELL &amp; CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS

with transshipment at CAPE TOWN, in conjunction with

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFRICAN LINE.

Proposed Sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
C. APCAR	30th Nov.	UMLAZI	20th Dec.
NAMSANG	5th Dec.	UMLAZI	20th Dec.
KUMSANG	12th Dec.	UMLAZI	20th Dec.
G. APCAR	18th Dec.	UMLAZI	20th Dec.

For Freight and further particulars apply to

DODWELL &amp; CO., LTD., Agents.

## KITSON LIGHT.

A Brilliant, Safe and Cheap Illuminant by Kerosene Oil.

## HORNSBY STOCKPORT.

GAS ENGINE AND SUCTION GAS PLANTS.

OVER 11,000 IN DAILY USE.

## HORNSBY OIL ENGINES.

AGENTS FOR THE EXPANDED METAL CO., LTD.

EXPANDED METAL FOR REINFORCED CONCRETE.

BRITISH BUFFALO MOTOR CO.

Buffs' Marine Motors.

FAIRBANKS, MORSE &amp; CO.

All kinds of Machinery and Engineering Supplies.

HENRY POOLEY &amp; SON, LTD.

SCALES &amp; WEIGHING MACHINES.

FRANCIS WEBSTER &amp; SONS.

Canvas Tents, etc.

LIDGERWOOD MANFAC CO.

Hoisting Engines, File Drivers, etc.

Wm. BRIGGS &amp; SON, LTD., Dundee.

Steamers, Engines and Solutions and Marine Gigs.

Various other Manufacturers.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL &amp; CO., LTD., MACHINERY DEPT.

## OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

## The British Wood Preservative "ANTHROL".

Destroys WHITE ANTS and prevents decay.

DODWELL &amp; CO., LTD., Agents.

## UNION WATERBOAT CO., LTD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice either for Deck or Engine Room use.

Orders for Supplies will be received at the Company's Office: QUEEN'S BUILDINGS, HONGKONG.

DODWELL &amp; CO., LTD., GENERAL MANAGERS.

Telephone No. 41.

## THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1825).

This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

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## BY TELEGRAPH.

[Continued.]

## THE REVOLUTION.

HANKOW IMPERIALISTS SUCCESSFUL.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 28.  
Reuter's Peking correspondent wires that the Imperialists at Hankow have captured the forts, also Tortoise Hill. They were expected to occupy the whole of Hanyang before nightfall.

## REBELS TAKE NANKING.

(Wah Tsi Yat Po's Service.)

SHANGHAI, Nov. 27.  
At 4 o'clock this afternoon Nanking was taken by the revolutionaries. General Chang fled. The Imperialists sustained heavy losses.

## THEIR MAJESTIES AT ADEN.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 28.

Their Majesties the King and Queen had an enthusiastic welcome at Aden. Salutes were fired and the National Anthem was sung in two native languages. There was a great gathering of native chiefs and naval and military officers.

## OBITUARY.

GENL. SIR BAKER, RUSSELL.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 28.

The death is announced of General Sir Baker Russell, G.C.B., at the age of 73.

## THE WEST RIVER PIRACY.

Canton Government's Regrets.

The Colonial Secretary's Department informs that the following telegram has been received from H. R. M. Consul-General at Canton:  
"To-day a deputy has been sent by the Military Governor to express regret on account of the piracy in the West River. It is said that two gunboats have been sent to the scene of the occurrence to investigate."

## THE RICKSHAW NUISANCE.

The rickshaw nuisance outside the Victoria Theatre has been a crying evil for some considerable time and spasmodic attempts have been made by the police to abate it but without any lasting effect. It is a most dangerous state of affairs and people are liable to be seriously injured if it is allowed to continue. Both rickshaw and chair coolies outside the Victoria Theatre after a performance ought to be made to line up in a queue and to wait until they are called, when the blocking of the street as at present would be done away with. Furthermore the police are deserving of far greater support in putting down this evil practice than was the case at the Magistrate's this morning when Mr. E. A. Irving fined six defendants \$1.50 each, particularly in view of the fact that of late some rickshaws in their mad rush to secure patronage.

Sir Francis Hopwood, G.C.M.G., K.C.B., and Sir Charles P. Lucas, K.C.M.G., C.B., having ceased to be members of the Colonial Office, have resigned the offices of Secretary and Registrar respectively of the Most Distinguished Order of Saint Michael and Saint George; and the King, as its Sovereign and Chief, has been pleased to direct that those offices shall in future be held ex-officio by the Permanent Under-Secretary of State for the Colonies and the Senior Assistant Under-Secretary of State for the Colonies respectively.

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Motor Pump, 3870 H.P. Motor Pump, 3875 H.P. Motor Pump, 3880 H.P. Motor Pump, 3885 H.P. Motor Pump, 3890 H.P. Motor Pump, 3895 H.P. Motor Pump, 3900 H.P. Motor Pump, 3905 H.P. Motor Pump, 3910 H.P. Motor Pump, 3915 H.P. Motor Pump, 3920 H.P. Motor Pump, 3925 H.P. Motor Pump, 3930 H.P. Motor Pump, 3935 H.P. Motor Pump, 3940 H.P. Motor Pump, 3945 H.P. Motor Pump, 3950 H.P. Motor Pump, 3955 H.P. Motor Pump, 3960 H.P. Motor Pump, 3965 H.P. Motor Pump, 3970 H.P. Motor Pump, 3975 H.P. Motor Pump, 3980 H.P. Motor Pump, 3985 H.P. Motor Pump, 3990 H.P. Motor Pump, 3995 H.P. Motor Pump, 4000 H.P. Motor Pump, 4005 H.P. Motor Pump, 4010 H.P. Motor Pump, 4015 H.P. Motor Pump, 4020 H.P. Motor Pump, 4025 H.P. Motor Pump, 4030 H.P. Motor Pump, 4035 H.P. Motor Pump, 4040 H.P. Motor Pump, 4045 H.P. Motor Pump, 4050 H.P. Motor Pump, 4055 H.P. Motor Pump, 4060 H.P. Motor Pump, 4065 H.P. Motor Pump, 4070 H.P. Motor Pump, 4075 H.P. Motor Pump, 4080 H.P. Motor Pump, 4085 H.P. Motor Pump, 4090 H.P. 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## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

DESTINATIONS	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	NAMUR	9.30 a.m.	Freight and Passengers.
Shanghai, Peking, Tientsin, Port Said & Marseilles	Capt. F.E. ANDREWS, R.N.R.	30th Nov.	
SHANGHAI, MOJI, KOBÉ	SYRIA	About	Freight and Passengers.
AND YOKOHAMA	Capt. H. W. POTTER, R.N.R.	4th Dec.	
SHANGHAI	HIMALAYA	About	Freight and Passengers.
	Capt. I. E. S. SPICER	8th Dec.	
LONDON, via Usual Ports (ASSAYE)		Noon, 9th	See Special of Call.
	Capt. G. W. COCKMAN, R.N.R.	December	Advertisement

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

## EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line maintaining a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

S.S. 'MONTAGLE' Calls at MOJI instead of Nagasaki.

Proposed sailings from Hongkong and St. John.

(Subject to alterations)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong: From St. John.

STEAMERS	TO SAIL	REMARKS
'EMPEROR OF JAPAN'	Saturday, 2nd Dec.	
'MONTAGLE'	Saturday, 9th Dec.	
'EMPEROR OF INDIA'	1912	
'EMPEROR OF JAPAN'	Saturday, 24th Feb.	
'EMPEROR OF BRITAIN'	Friday, 25th Dec.	
'EMPEROR OF IRELAND'	1912	
'EMPEROR OF IRELAND'	Friday, 23rd Feb.	
'EMPEROR OF IRELAND'	Friday, 23rd Mar.	

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the latest wireless telegraph.

Each 'Empress' connects at Vancouver with a Mail Express train and at St. John with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). \$71.10.

For further information, apply to W. W. O'DONNELL, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

## NIPPONYUSENKAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KITACHI MARU, Capt. T. Yamawaki, Tons 7000	WEDNESDAY, 8th Dec., at Daylight.
	MIYASAKI MARU, Capt. T. Mura, Tons 9000	WEDNESDAY, 20th Dec., at Daylight.
	KAWACHI MARU, Capt. K. Noda, Tons 7000	WEDNESDAY, 21st Dec., at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YOKOHAMA.	INABA MARU, Capt. S. Tomimaga, Tons 7000	FRIDAY, 8th Dec., at Noon.
	TAMBA MARU, Capt. K. Noda, Tons 7000	TUESDAY, 2nd Jan., at Noon.
VICTORIA, B.C. AND SEATTLE.	KAMAKURA MARU, Capt. K. Noda, Tons 7000	SATURDAY, 30th Dec., from KOBÉ.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 21st Dec., at Noon.
	KURUMI MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 19th Jan., at Noon.
SHANGHAI AND KOBÉ.	HIROSHIMA MARU, Capt. H. Noma, Tons 4000	WEDNESDAY, 20th Nov., at Noon.
BOMBAY, via SINGAPORE, PENANG, COLOMBO AND YOKOHAMA.	YAMATO MARU, Capt. H. Noma, Tons 7000	TUESDAY, 28th Nov., at Noon.
SHANGHAI, MOJI & KOBÉ.	COLOMBO MARU, Capt. J. Teranaka, Tons 5000	WEDNESDAY, 6th Dec., at Noon.
KOBÉ & YOKOHAMA.	IYO MARU, Capt. R. Takeda, Tons 7000	THURSDAY, 7th Dec., at 11 a.m.

\* Fitted with new system of wireless telegraph. \* Cargo only. \* Carries Deck Passengers.

## NEW LINE OF STEAMERS BETWEEN KOBÉ &amp; CALCUTTA.

Regular fortnightly service from KOBÉ to CALCUTTA calling at HONGKONG, SINGAPORE, PENANG & RANGOON.

The next steamer from Hongkong—

'JINSEN MARU', Tons 4,000 Capt. Machida, on December 2nd.

## 1912 PASSENGER SEASON 1912

## FOR EUROPE

STEAMERS	TO SAIL	REMARKS
TAMBO MARU	8000	Dec. 1st
KITACHI MARU	7000	Dec. 1st
MIYASAKI MARU	9000	Dec. 1st
KAWACHI MARU	7000	Dec. 1st
INABA MARU	7000	Dec. 1st
TAMBA MARU	7000	Dec. 1st
KAMAKURA MARU	7000	Dec. 1st
NIKKO MARU	6000	Dec. 1st
KURUMI MARU	6000	Dec. 1st
HIROSHIMA MARU	4000	Dec. 1st
YAMATO MARU	7000	Dec. 1st
COLOMBO MARU	5000	Dec. 1st
IYO MARU	7000	Dec. 1st

## FOR SEATTLE

STEAMERS	TO SAIL	REMARKS
INABA MARU	7000	Dec. 1st
TAMBA MARU	7000	Dec. 1st
KAMAKURA MARU	7000	Dec. 1st
NIKKO MARU	6000	Dec. 1st
KURUMI MARU	6000	Dec. 1st
HIROSHIMA MARU	4000	Dec. 1st
YAMATO MARU	7000	Dec. 1st
COLOMBO MARU	5000	Dec. 1st
IYO MARU	7000	Dec. 1st

T. KUBOMOTO, Manager.

## Shipping.

## U. S. MAIL LINE.

## PACIFIC MAIL S. S. COMPANY.

## SEMI-TROPICAL ROUTE.

Our line, with its fleet of modern steamships, connects the Pacific with Hongkong, Japan, and the United States.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO SAIL	REMARKS
MONOLIA	7,000 Tons	SATURDAY, 16th Dec., at 1 p.m.
KOROKA	18,000	FRIDAY, 12th Jan., at 1 p.m.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 p.m.
MANCHURI	27,000	SATURDAY, 10th Feb., at 1 p.m.
MONOLIA	7,000	SATURDAY, 2nd Mar., at 1 p.m.
KOROKA	18,000	FRIDAY, 2nd Apr., at 1 p.m.
SIBERIA	18,000	FRIDAY, 16th Apr., at 1 p.m.

\* Twin Screw \* All Steamers \* An Excellent Philippine Stringed Orchestra for the entertainment of passengers \* are equipped with Wireless Telegraphy.

The MONOLIA will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, the 16th December, at 1 p.m.

Fares: Hongkong to London £71, 10s. 0d. Return six months £120 10s. 0d. including Berth and meals en route.

SPECIAL RATES (First Class only) Granted upon Application.

To European ports (via the Pacific) for European Naval, Military, Diplomatic, Consular and Civil Service, to United States Ports, Commissioned Officers of the Government of China and Japan, U.S. P.M. & M.E. Service, at Port of Call, also all Members of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, to United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Services of the Government of China and Japan, British China Japan and Manila to U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy, and U.S. P.M. & M.E. Service. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

## INTERMEDIATE SERVICE.

Persia..... 9,000 Tons, FRIDAY, 5th Jan., at 1 p.m.

China..... 10,200, FRIDAY, 2nd Feb., at 1 p.m.

The MONOLIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, January 5th, at 1 p.m.

On the Fine Mail Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports..... £42.

Hongkong to San Francisco..... £22.

Through Bills of Lading issued to Japan, North Central South American Ports.

For further information as to Passages and Freight, apply to the Agency of the Company, Elton's Building (opposite Blake Pier).

FRED J. HAYTON, Agent.

## TOYO KISEN KAISHA.

## IMPERIAL JAPANESE

## TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO SAIL	REMARKS
CHIYO MARU	21,000 W. W. GREENE	Friday, Dec. 1, at Noon.
KIPPON MARU	15,000 A. G. STEVENS	Friday, Dec. 22, at Noon.
TENYO MARU	21,000 E. BENT	Friday, Dec. 29, at Noon.
SEIYO MARU	21,000 H. S. SMITH	Friday, Jan. 19, at Noon.

\* Triple Screw, turbine engines. \* Twin Screw.

All steamers are equipped with the Japanese Government Wireless Telegraphy and Post Office.

The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU, on FRIDAY, 1st December, at Noon.

## INTERMEDIATE SERVICE.

The Twin Screw S.S. 'NIPPON MARU' 11,000 tons, Capt. A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, the 22nd December, at Noon.

## SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY AT SILANA CRUZ.

The Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO SAIL	REMARKS
HONGKONG MARU	11,000	Wednesday, Dec. 13, at Noon.
KIYO MARU	17,500	Tuesday, Feb. 11, at Noon.
BINGO MARU	11,000	Tuesday, April 9, at Noon.

The Steamer HONGKONG MARU will be despatched hence for MEXICAN PERUVIAN & CHILEAN PORTS via MOJI, KOBÉ, YOKOHAMA & HONOLULU on WEDNESDAY, the 13th December, at Noon.

## FARES FROM HONGKONG:

To London..... £71.10.0

To Valparaiso..... £57.0.0

## FARES BY INTERMEDIATE STEAMER.

To Honolulu..... £26.0.0

To San Francisco..... £22.0.0

To Chicago..... £38.10.0

To New York..... £40.0.0

To London via New York..... £45.0.0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamer of the Pacific Mail S.S. Co.

Special Rates (First class only) are granted to principal points in the United States, Canada, and Europe on terms which may be obtained from the Underwriter.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU' 'CHIYO MARU' and 'SEIYO MARU' are fitted with Turbine Engines and Triple Screw. Record speed, 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For full particulars as to Passages and Freight apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier).

## HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

## Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'.

## REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES.

TO HAYRE, BREMEN AND HAMBURG, AND TO NEW YORK.

## TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

## ROUTE TO NEW HARBOR FROM HONGKONG

Outward: For Shanghai, Kobe & Yokohama

S.S. DORTMUND..... 5th Dec.

S.S. SINGAPORE..... 14th Dec.

S.S. SIELSIA..... 27th Dec.

S.S. SIVANIA..... 27th Dec.

S.S. SIVANIA..... 27th Dec.

S.S. SIVANIA..... 27th Dec.

S.S. SIVANIA..... 27th Dec.

S.S. SIVANIA..... 27th Dec.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBÉ, AND MOJI	KUTANG	FRIDAY, Dec. 1, at Noon.
MANILA, CEBU, & ILOILO	LOONGSANG	SATURDAY, Dec. 2, at 2 p.m.
SHANGHAI, KOBÉ, AND MOJI	KUDONGSANG	SUNDAY, Dec. 3, Daylight.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	TUESDAY, Dec. 5, at 3 p.m.
MANILA, CEBU, & ILOILO	YUENSANG	SATURDAY, Dec. 9, at 2 p.m.
SANDAKAN	MAUSANG	FRIDAY, Dec. 22, at Noon.

## RETURN TOUS TO JAPAN (Occupying 24 days).

The steamers Kutang, Namsang and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kuda, Lahad Duta, Simpang, Tawu, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

STEAMERS	TO SAIL	REMARKS
TSINGTAU & CHEFOO	TAMOT	Nov. 29, at 4 p.m.
KAPHOONG	SINAY	Nov. 30, at 4 p.m.
SHANGHAI	CHESAN	Nov. 30, at 4 p.m.
SHANGHAI	LYNAN	Dec. 2, Midlight.
MANILA, CEBU & ILOILO	KAIFONG	Dec. 5, at 4 p.m.
SHANGHAI	CHINHA	Dec. 7, at 4 p.m.
SHANGHAI	ANHUS	Dec. 9, Midlight.

## DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LYNAN' and S.S. 'ISANDU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tea' & 'Taming'. Saloon accommodation amidships. Electric Fans fitted; extra staterooms on deck, aft. Saloon accommodation of 2nd & 3rd 'Saloons' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chusan, Lian, Chinghai)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Southern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE.

## TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	Dec. 15	Dec. 19th, at Noon.
EASTERN	Nov. 24	Dec. 23rd, at Noon.
EMPIRE	Dec. 16	Jan. 6th, at Noon.
ST. ALBANS	Jan. 12	Feb. 3rd, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO, Agents.

Hongkong, November 27, 1908.

## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES PROPOSED.

## SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION)

## TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

## THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For

STEAMERS

Tons

Days Leaves

1911

WEDNESDAY, 29th

Nov. 29th

WEDNESDAY, 29th

Nov. 29th

WEDNESDAY, 29th

Nov.



## Shipping

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.  
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR  
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
ASSAYE	Feb. 3	MAINTUA	March 2	March 8
HIMALAYA	Feb. 17	MACEDONIA	March 18	March 22
DELHI	March 3	MOREA	March 30	April 3
INDIA	March 17	THURCH STEAMER	April 13	April 19
DEVANHA	March 30	MOLDAVIA	April 27	May 3
DELTA	April 13	MALWA	May 11	May 17
ASSAYE	April 27	MONGOLIA	May 25	May 31
DELHI	May 11	MALWA	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

LONDON  
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
NYANZA	February 7	March 22
NILE	March 7	April 19
NUBIA	April 7	May 31
SUMATRA	May 7	June 14
NAMUR	June 7	July 29
PALAWAN	July 7	August 13
BOREO	August 7	September 27
SYRIA	September 7	October 27
NORE	October 7	November 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON  
1st SALOON £55.0 SINGLE £82.10 RETURN.  
2nd " £38.10 " £57.4 "

For further particulars apply to  
E. A. HEWETT, Superintendent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	AUSTRALIEN	ALLAUD	Dec. 4, about 5 P.M.
MARSEILLES, Via Ports	TOURANE	LANGLIN	Dec. 5, at 1 P.M.

TRANSHIPMENT on the Co's Steamers at SINGAPORE, PENANG, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, GREECE, IONIA and BLACK SEA.  
Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 2) hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.  
For further particulars apply to  
P. THOMAS, Agent, QUEEN'S BUILDING.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCOW  
AND RETURN.  
(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVE
HAITAN	Capt. J. S. Bosch	FRIDAY, 1st Dec., at 11 A.M.
HAICHING	Capt. W. C. Bassmore	TUESDAY, 5th Dec., at 11 A.M.
HAIVANG	Capt. J. W. Evans	FRIDAY, 8th Dec., at 11 A.M.

FOR SWATOW AND RETURN  
(Occupying 3 Days)  
HAIMON.....Capt. A. H. Stewart.....WEDNESDAY, 28th Nov., at 11 A.M.  
SUNDAY, 3rd Dec., at 10 A.M.

Steamers will arrive at, and depart from, the Company's wharf near Blako Pier.

For Freight and Passage, apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.

## PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ZAVIRO	4,000	M. O. Smith	Manila, Cebu & Davao	Thursday, Nov. 30, at 4 P.M.
RUBI	4,000	C. S. Gray	Manila, Cebu & Davao	Saturday, Dec. 2, at 4 P.M.

For Freight and Passage, apply to  
Shewan, Tomes & Co., General Managers.

## Shipping

### THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C., SEATTLE & PORTLAND (Or),  
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Ports.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
OTERIC	8,000		5th December

To be followed by other steamers of the Company at regular intervals.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.  
Will call at AMOY and KEELUNG if sufficient inducement offers.  
For Rates of Freight or Passage apply to  
THE BANK LINE, LIMITED,  
KING'S BUILDING, PRYSE CENTRAL.

Telephone No. 730.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO, to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 25th November. FROM COLOMBO. 10th December.

For Rates and further information, apply to  
THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

Hongkong, April 1, 1911.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

For Rates of Freight and further particulars apply to  
THE BANK LINE, LIMITED,  
(MANAGING AGENTS).

Hongkong, April 1, 1911.

## New Line of Steamers

South African Ports.

## ORIENTAL & AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons.....To be despatched End of January.

S.S. KATANGA, 5,600 tons.....To Follow.

And regularly thereafter.

For Rates of Freight or regularity Passage apply to  
THE BANK LINE, LIMITED,  
(Managing Agents).

Hongkong, August 28, 1911.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIER, PRINCESS ALICE, SYDNEY, SOUTHAMP, Capt. P. Grosch.		(20,300)	WEDNESDAY, 30th Nov., at Noon.

For	STEAMERS	Tons	To SAIL
SHANGHAI, NAGASAKI, KLEIST, Capt. L. Maass.		(17,800)	About THURSDAY, 30th Nov.

For	STEAMERS	Tons	To SAIL
MANILA, YAP, MARON, COBLENZ, NEWGUINEA, BRISBANE, Capt. L. Klingbeil.		(9,750)	SATURDAY, 2nd Dec., 10 a.m.

For	STEAMERS	Tons	To SAIL
KOBE and YOKOHAMA.....PRINZ SIGISMUND, Capt. F. Branning.		(9,000)	TUESDAY, 12th Dec.

For	STEAMERS	Tons	To SAIL
KUDAT and SANDAKAN.....BORNEO, Capt. F. Gombill.		(8,000)	Middle of December.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletypewriter.

For further Particulars apply to  
Norddeutscher Lloyd,  
MELOCHERS & CO.,  
General Agents, Hongkong & China.

## Regal Boots

AND  
Shoes

FOR SALE  
AT REASONABLE PRICES

THE SAVOY  
D'Agostini Street  
(opposite Court House)

Hongkong, November 27, 1911.

## Shipping

### P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

s.s. 'INDIA' (8,000 TONS).  
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 18th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT:  
MARSEILLES.....APRIL 13th.  
LONDON.....APRIL 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON  
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " £48.8 " £72.12 "

For Further Particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

## HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS  
AND SUEZ CANAL.

(With liberty to call at the  
MALABAR COAST.)

S.S. INDRAMAYO.....on or about 30th November.

For freight and further information apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, November 6, 1911.

## DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 630 Feet. Beam 73 Feet.

21,000 Tons Gross Register. 24,500 Tons Displacement.

EQUIPPED WITH WIRELESS TELEGRAPHY.

(CAPT. T. W. GARDNER).

SAILS FROM HONGKONG ON FRIDAY, February 2nd, AT NOON.

FOR  
SEATTLE via NAGASAKI, KOBE & YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired, before or after the steamer, to Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to  
NIPPON YUSEN KAISHA, PRINCE'S BUILDING.

Hongkong, November 1, 1911.

## THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, etc.

Head Office for the Far East: 16, DES VORSE ROAD CENTRAL, HONGKONG.

SHANGHAI, 23, FOOCHOW ROAD. YOKOHAMA, 32, WATSON STREET.

TICKETS to EUROPE by the principal STEAMSHIP LINES via  
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTER of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, April 4, 1908.

## DINNEFORD'S

MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Remedy for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SOUTH AMERICAN PORTS, HONOLULU & JAPAN PORTS.

THE Steamship CATHERINE depar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 3 P.M. of the 28th November, will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take IMMEDIATE delivery of their Goods from alongside.

Such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.  
DAVID BASSEON & Co., Ltd.  
Agents.  
Hongkong, November 25, 1911.

GOOD ADVICE  
THE best plan is to buy Chamberlain's Colic, Cholera and Diarrhoea Remedy at once. Don't wait until you need it, but keep it at hand. A cold, runny nose, when first contracted, then after it has settled in the system. For sale by all Chemists and Druggists.

## TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Macthead, on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godown, H.M.S. "Inferno", and Green Island signal mast.

A CONE point upwards indicates a Typhoon to the North of the Colony.

A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

A CONE point downwards indicates a Typhoon to the South-East of the Colony.

A CONE point downwards and DRUM below indicates a Typhoon to the South of the Colony.

A BALL indicates a Typhoon to the West of the Colony.

A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. "Inferno".

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cape Rock Aberdeen

Waglan Sai Koi Wan

Stanley Sai Kung

Cape Collinson Sha Tin Kai

Tai P.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given.

Open Vessels on demand, or signal from the Harbour Office.

Y. C. Fung.

D. Rogers.



